SPORT ON LAND AND WATER

VOLUME IV

RECOLLECTIONS

OF

FRANK GRAY GRISWOLD

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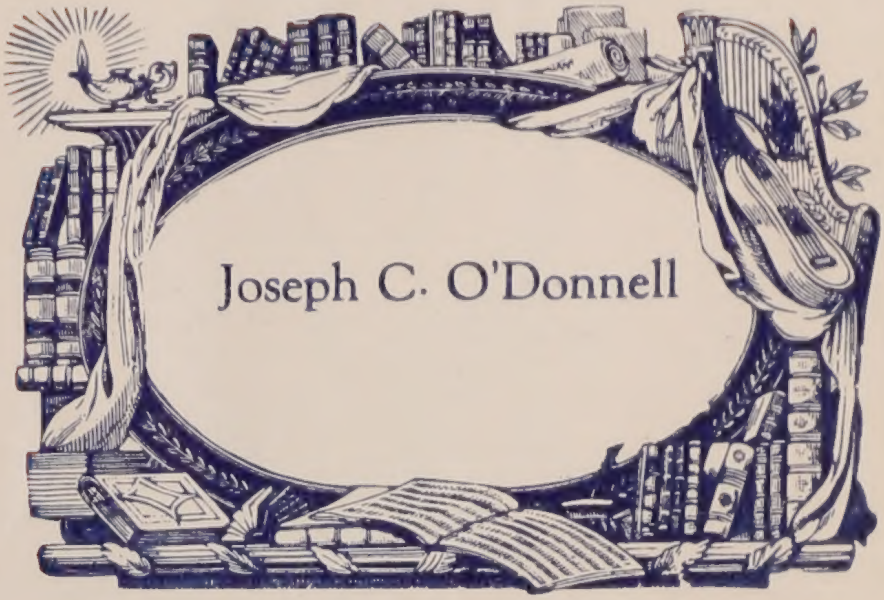

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JOHN AND MARTHA DANIELS

Ralph J. Preston.

Compliments of

F. Gray Griswold.

1919.

IROQUOIS BY LEAMINGTON — MAGGIE B. B.

Winner of Derby and St. Leger, 1881. *Fred Archer up*

SPORT ON LAND AND WATER

RECOLLECTIONS OF
FRANK GRAY GRISWOLD

VOLUME IV

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1919

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To

Iroquois

IN AFFECTIONATE REMEMBRANCE OF THE BEST
MANNERED, BEST TEMPERED RACEHORSE
OF MY ACQUAINTANCE

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I

RANCOCAS

RANCOCAS

WHEN Mr. Lorillard first established his Rancocas Stud he purchased a farm of a few hundred acres at Jobstown, Burlington County, New Jersey, selecting what he considered to be the healthiest situation and best soil that was near New York, for he believed that horses improve under the owner's personal supervision.

It was not in racing alone that he took great pleasure; he also enjoyed wandering through the paddocks and stables and inspecting the broodmares and young horses. This he could not do if he established his stud in far-off Kentucky, although he fully appreciated the value of bluegrass and the economy and interest of raising horses in that part of the country with its more genial climate and great horse traditions.

Mr. Welch had astonished the racing world with the Leamingtons he had raised at Chestnut Hill, Pennsylvania, and Mr. Lorillard saw no reason why he should not have a like success in New Jersey.

He began at once to develop the estate. The house on the farm was a comfortable brick building and was not disturbed for some years.

Near the house a circular stable for twenty horses was built with an exercising ring under cover for work on the straw in winter.

On the other side of the house a training track was laid out for the yearlings and for the early season's work.

The broad acres were divided into paddocks and large stables were constructed in which to house the stallions and broodmares.

As time went on the property was added to until it consisted of fifteen hundred acres which were drained by sixty miles of tile drains. The Rancocas brook that

divided the farm was dammed so that the pastures could be drained in wet weather or flooded in time of drought.

A weanling barn was constructed as a playground for the youngsters in bad weather. The floor was covered with deep sand and the barn was roofed with glass. It was an extraordinary sight in winter to watch forty-odd youngsters romping and playing about in the sunshine when all out of doors was carpeted with snow and ice.

Mr. Lorillard began with two stallions, Canwell by Stockwell and Bayonet by Lexington, and his first broodmares were Blue Stocking by Thormanby, Girasol and Asterope by Asteroid, and Merry Wife by Beadsman. These mares were purchased at the Sir Joseph Hawley sale. A little later he purchased at the Middle Park sale Jessie by Dundee, Highland Lassie by Blair Athol, and Masterman by King Tom, and then began to collect all the Lexington mares he could find.

Coquette, Susan Ann, Squeez 'em, Sly Boots, Nettie Hinde, Nutwood Maid, China, Ratan, Notre Dame, Evadne, Glenrose, Sallie, Alice Ward, Nellie Grey, and many others were added to the throng.

It was a liberal education for a lover of the thoroughbred horse to wander through the paddocks, for there he would find the dams of Basil, Hindoo, Thora, Wanda, Giroflé, Pontiac, Day Star, Dewdrop, Hiawasse, and many other noted racehorses calmly grazing, seemingly unaware of how much they had added to the history of the American turf.

Mr. Lorillard imported Glenlyon by Stockwell in 1878. This horse served but two seasons and was followed by Moccasin by Macaroni and later by Mortemer by Compiègne.

Mortemer was probably the best individual ever imported to this country, for he was not only the greatest race horse of his day but also was celebrated as the sire of Chamant, Verneuil, St. Christophe, and

Clementina, all great winners in France and England. Duke of Magenta was also doing service, and Falsetto, Iroquois, and Pontiac were added later.

At one time the stud consisted of eight stallions, eighty-odd broodmares, forty-eight horses in training, and forty-five yearlings. In fact the establishment became in time so large and the expenses so great that Mr. Lorillard, weary of the venture, decided in 1886 to sell all his horses and retire from the turf. It was not until 1891 that he made up his mind to re-establish the Rancocas Stud.

During the second period the stud consisted chiefly of young mares, many of them being by Rayon d'Or.

He purchased the unbeaten Sensation by Leamington from his brother's estate, and imported Sailor Prince by Albert Victor, and later Locohatchee by Onondaga, known on the turf as Curt Gunn, was added to the stud. These three horses all proved successful as sires.

Mr. Lorillard's history on the turf is divided into two periods and during each of these periods horses were sent from Rancocas to race in England.

THE CHERRY AND BLACK IN ENGLAND

"THE YANKEE CAME DOWN WITH
LONG FRED ON HIS BACK
AND HIS COLOURS WERE GLEAMING WITH
CHERRY AND BLACK"

THE CHERRY AND BLACK IN ENGLAND

1879–1883

WHEN Mr. Pierre Lorillard made his debut on the American Turf at Monmouth Park in 1873 his two-year-old Saxon, which won the Belmont Stakes the following year, sported a "scarlet jacket and blue cap."

These colors were changed the following year to a "cherry jacket and black cap," the colors that Sir Joseph Hawley had made famous in England by winning four Derbys. Mr. Lorillard, having purchased a number of young horses and broodmares at the Hawley sale, was inspired by Sir Joseph's lucky colors and added a gold tassel to the cap.

When the horses that were sent from Rancocas in the autumn of 1878 arrived in England, it was discovered that these

colors were registered in the name of Lord Hardwicke, so that, although his lordship owned no racehorses, the black hoops were added to the sleeves of the cherry jacket to permit the registry of the stable's colors.

Lord Hardwicke was a very popular nobleman and was known as the "Glossy Earl" owing to the wonderful silk hats he wore and his custom always to carry an extra hat in his brougham in case of accident.

He had been master of the Royal Stag Hounds that hunted the carted stag in the vicinity of Windsor Castle. Henry Poole, the fashionable tailor, lived in those days at Dorset Cottage on the Thames, where on the day of the Oxford and Cambridge boat race he was in the habit of entertaining his friends and customers at luncheon. Mrs. Poole and her daughters, known as the "Puddles," always received the guests with great ceremony.

It was said that one day at the meet of the Stag Hounds Mr. Poole rode up to the

master with a "Good morning, my Lord." "Good morning, Poole." "Rather a mixed company, my Lord." "Well, you know, Poole, we can't all be tailors!" was his lordship's reply. Mr. Poole paid his lordship back a few days later when they met in Rotten Row and Lord Hardwicke, stopping him, complained that the new coat he had on fitted atrociously. Poole produced a piece of chalk with which he decorated the offending garment with such success that his lordship was obliged to go home to an early luncheon.

The horses that Mr. Lorillard shipped to England were Parole, Uncas and six yearlings: Boreas, Friar, Cherokee, Papoose — the sister to Parole, — Nereid, and Geraldine.

The Duke of Magenta, the best three-year-old of the year, had been purchased at a long price from Mr. George Lorillard and followed later in the season, but, although the mainstay of the stable, he never started in England. He contracted a severe

influenza on the steamer and turned roarer. Parole, who was six years old and whose racing career was supposed to be over, had been taken along as a trial horse for the Duke of Magenta.

Mr. William Brown, with Sickles as assistant, followed to train the horses.

The stable wintered well, but Brown, the trainer, found it difficult to do the horses full justice, as he was too heavy to ride about the heath. Most of the work the horses did was done under the guidance of Sickles, a most faithful servant. William Brown never left Newmarket, so never saw the horses when they raced away from headquarters, which was a drawback, but he was a good trainer and especially clever with two-year-olds.

At this time foreign-bred horses were allowed weight in certain races, seven pounds being allowed in the Goodwood Cup.

On April 16, 1879, Parole — 116 pounds — started for the Newmarket Handicap

PAROLE BY LEAMINGTON — MAIDEN

Fred Archer up

ridden by Morbey. The odds against him were 100–15. He looked very rough as he always did in the early spring and was not fancied by the public, yet he won by a length, beating the great Isonomy — 124 pounds. Had he not started in this race the stable might have landed a fortune when he won the City and Suburban Handicap a few weeks later, for it was a great betting race in those days. He then won the Great Metropolitan at $2\frac{1}{2}$ miles. He was beaten by Reefer in the Chester Cup, but the day following won the Cheshire Stakes with 134 pounds and, on May 30th, finished first in the Epsom Gold Cup with 125 pounds.

This finished his winning streak, for he was beaten in his other races during the season, Isonomy getting his revenge in the Goodwood Cup.

Boreas started for the Derby. Papoose, the sister to Parole, won three races out of six starts, and Geraldine won the Levant Stakes at Goodwood.

Uncas was sent back to America, being unwilling to run on the straightaway courses. This happened later on with several other horses sent from America, and the theory was that they refused to run on the turf. It was not that. It was the rail on the circular American tracks that they missed. Barrett, fast horse that he was at his distance, could not win a Selling Plate in England. I remember once seeing him coming across the Flat at Newmarket with his field spread-eagled behind him. When he heard the roar of the ring: "Barrett wins!" he literally stopped to a walk. Aranza, Mistake, Sly Dance, and others would not face the music, but none of the American-bred young horses that had never started in America was affected in this manner.

When Barrett, Uncas, and Aranza returned to America they won numerous races with the rail to "lean against." Aranza won ten races in 1883.

In later years Mr. Lorillard built a dirt

track at Newmarket and a turf course at Rancocas, and after many trials came to the conclusion that there was no difference in the time it took a horse to cover a given distance over the two courses if both courses were in good condition, but in deep going the turf was far heavier than the dirt.

The one thing he did discover was that a racehorse could carry much more weight on the top of the ground, namely, on the turf.

In May, 1879, Mr. Lorillard, being impressed by Parole's success, bought the fourteen Leamington yearlings that Mr. Welch had bred at Chestnut Hill, Pennsylvania, but his brother George having expressed a desire to own some of them, they tossed for first choice and divided the lot. George drew the Megara filly — the great Spinaway — Blazes out of Lady Motley, Saunterer out of Lemonade, the filly out of Mundane, and a colt out of Medora.

Pierre Lorillard's lot were: Paw-Paw out of Maiden, Iroquois out of Maggie B. B.,

the Emily Fuller filly, the Flash of Lightning colt, the Nemesis filly, the Mary Clark filly, and a colt out of Delight.

Iroquois, although undersized, was a beautifully turned yearling, yet Mr. Lorillard offered to sell him to his brother, for he did not think him well grown enough for English racing.

The yearlings were broken at Rancocas and Iroquois, Paw-Paw, Seneca, Santee, Passaic, Wyandotte, Dakota, and Mohawk were shipped to England, followed later by Sly Dance, Wallenstein by Waverly, and Falsetto by Enquirer — Farfaletta.

Falsetto was the champion three-year-old of the season and had been purchased from Mr. Hunt Reynolds after he had won the Kenner Stakes at Saratoga. Falsetto never started in England, for he broke down after a trial over the Ditch Mile in which he gave Parole 12 pounds and a beating.

The yearlings were all backed for the Derby for £100 each in Captain Batcheller's

100–1 book, excepting Iroquois, for he was thought to be too small to grow into a Derby winner.

Captain Batcheller, who made the only 100–1 book that still existed was a character. He was a man much past middle age, with a great taste for all games of chance and a great belief in omens of good and bad luck. He lived in Clarges Street not far from the Turf Club. I remember dining with him one night and, when walking to the Club after dinner, watching him cross the street twice for the purpose of touching two lamp-posts with his walking stick, insisting that it would improve the cards he hoped to hold that night at whist.

The Jockey Club abolished the allowances to foreign-bred horses and when the weights for the spring handicaps of 1880 were published it was quite evident that the quality of the American-bred horse had gone up in the estimation of the handicapper.

For the Lincolnshire, Parole had the

top weight, 126 pounds, and for the Prince of Wales Handicap, 140 pounds.

Parole was saddled for the Liverpool Cup, one and a quarter miles, on March 17, which he won with the top weight of 131 pounds, defeating a field of eight horses but was disqualified for crossing. The decision caused much comment, but Archer, who rode the second horse, made the objection and his opinion carried great weight at the time. Later on Parole ran second for the Epsom Gold Cup and was shortly afterwards shipped to America, where he continued his triumphant career. He was on the turf for ten seasons and won 59 races out of 137 starts and his total winnings amounted to $82,909.25.

Wallenstein won the Newmarket Handicap. Paw-Paw, the sister to Parole, was a grand filly and had beaten Iroquois in the two-year-old trials. She ran second in the Stanley Stakes and won the Molecomb Stakes at Goodwood. Shortly after that, when being groomed one evening, she

nipped the strapper, for which he brutally kicked her, and pulling back on her halter she ricked her neck and died of lockjaw. She was a great loss.

Iroquois had grown and had developed into a good-looking two-year-old, and although he ran in bad luck, winning when not backed and losing when the money was up, he retrieved the waning fortunes of the stable.

He started eleven times as a two-year-old, winning four races, the most important being the Levant and Chesterfield Stakes. In the July Stakes he was beaten a head by Bal Gal.

Jeffrey was the stable jockey and knew the horse's form well. He was said to have backed Iroquois for the Derby at long odds and to have won money enough to enable him to retire with a small fortune.

The stable was dissatisfied with the way that Jeffrey was riding. He just managed to lose too many races. George Barbee was sent over from America and rode the

horse in his last three races of the season. Barbee proved a failure, for on the straightaway courses he seemed to lose his head completely.

The stable won eight races during the season.

William Brown, being unhappy in England, insisted that he be allowed to return to America and Mr. Lorillard found himself without a trainer for his English stable.

The horses wintered at The Hermitage at Newmarket in charge of Sickles.

Jacob Pincus, who had been training for Mr. Lorillard in America, accepted the offer to train the English stable in 1881, and Thomas Puryear was engaged to accompany him in an advisory capacity. Puryear had had great experience with racehorses and was a good judge of racing, but was past his prime and not active enough to be of much service at Newmarket. He gâve good advice which was not always acted upon.

Pincus was the most erratic trainer that

I have ever watched train horses. He seemed to have no system whatsoever. The horses would be galloped to death one week and trained by Christian Science the following week. He was thought to be a wizard at Newmarket and was a puzzle to the touts.

Mistake ran second for the Lincolnshire Handicap and Wallenstein won the Shropshire Handicap. Pincus had a great liking for Barrett. He had trained him in America and was greatly impressed by the fact that he had once defeated the great Spinaway. He paid but little attention to the other horses.

When he was away at Lincoln with Mistake, Puryear, who was out on the heath one morning with the Lorillard string, met Matthew Dawson, who asked him why they did so little with the brown colt Iroquois. He added the information that Bal Gal was the best two-year-old he had ever trained, and that Iroquois had run her to a head in the July Stakes, which, as

he remarked, "is class enough to win any Derby."

Puryear was much impressed by this and gave Iroquois strong work and was surprised at his daily improvement. When Pincus returned from Lincoln he was informed that he had a racehorse in the stable that he had overlooked.

From that time on the horse received some attention and was started with Passaic for the Two Thousand Guineas. The pair were so little thought of that the odds were 50–1 against the stable.

Iroquois ran second to the greatly fancied Peregrine. This was on May 4th. The same week he won the Newmarket Stakes and walked over for the Burwell Stakes.

Puryear superintended his training from this time until Derby Day, June 1st, and gave the horse very strong work, for there was no time to lose. The horse stood his preparation well, and Fred Archer offered to ride him in the Derby.

Peregrine and St. Louis, the favorites,

failed to stay the course and Iroquois won the Derby of 1881 easily by half a length.

Mr. Lorillard won £12,000 on the race.

At Ascot Iroquois won the Prince of Wales Stakes with 131 pounds and the St. James Palace Stakes.

Two days before the St. Leger, Archer rode Iroquois and liked him, and the odds, which had been 10–1 the night before at Manchester, owing to the erratic way in which the horse had been trained, fell at once to 2–1.

Archer rode Iroquois in the St. Leger and won an easy race by a length. Geologist was second and Lucy Glitters third.

Iroquois was beaten by Bend Or, the winner of the Derby of 1880, and by Scobell in the Champion Stakes on October 12th. Puryear looked the horse over after the race and told Pincus that, as he had thought, the horse was short of work and that if he expected him to win the Newmarket Derby Stakes the following day he must have a sweating gallop at once. This

was done, much to the horror of the talent, but it had the desired effect, for the horse won the race. This finished his season of nine starts, seven wins, one second and one third and £16,000 in money. Properly trained he should not have lost a race.

Iroquois was by Leamington out of Maggie B. B. by Australian; she by Boston from Madeline, 3rd dam Magnolia by Glencoe, 4th dam imported Myrtle by Mameluke.

He was a very highbred-looking brown horse with one white pastern and a slight blaze. He had a beautiful small head and wonderful shoulders. He stood on the best of feet and was a pleasing horse to follow. He had a good disposition and travelled well, for nothing disturbed him and he was a grand doer. His action was perfection.

How good a horse was Iroquois? As a two-year-old he was badly ridden and as a three-year-old poorly trained.

Mr. Robert Peck, who was a great

authority, said that Peregrine was, in his opinion, the best horse he ever tried. Before the Guineas he beat Bend Or at 16 pounds; and that the four-year-old was in his very best form there can be no question, for he had won the City and Suburban easily, giving 2 stone 7 pounds to Foxhall, not to speak of his victory over Robert the Devil in the Epsom Cup. What manner of horse, then, must Iroquois have been to beat such a flyer as Peregrine in the Derby?

The three-year-old filly Aranza and the two-year-olds Gerald and Sachem, which had been racing in America, joined the stable in August. Although just off the steamer, Gerald was started in the Rous Memorial Stakes and ran third to Dutch Oven and Nellie, two smart fillies. Not satisfied with that the trainers ran the colt in the Middle Park Plate on October 10th. He finished second to Kermesse, the best filly of the year, with St. Marguerite, the winner of the One Thousand,

and Shotover, the winner of the Derby the following year, behind him.

The critics maintained at the time that Gerald looked more like a mare in foal than a racehorse. These two races spoiled his disposition and made him nervous and a difficult horse to train. Gerald finished the season by walking over for the Subscription Stakes.

The three best two-year-olds of the year being fillies — Kermesse, Dutch Oven, and St. Marguerite — Gerald was made the winter favorite for the Derby.

Wallenstein, a good horse, was sold to Lord Elsmere. Passaic was also sold and, although unsound, managed to win the City and Suburban Handicap for Lord Rossmore.

The stable might have won many more races if there had been anyone connected with it who had had a knowledge of the form of the English horses, and who could have placed the American horses properly instead of trying to win the big handicaps

and stakes only. In the former they had the handicapper to contend with and in the latter they were often outclassed.

Notwithstanding the fact that the stable contained not only the Derby and St. Leger winner of the year but also the first favorite for the coming Derby, the trainer did not consider it important enough to remain with them, but sailed for America at the end of the season.

I crossed the ocean in January, 1882, with Mr. Pincus and his adviser, Mr. Puryear, who had been persuaded to return to England, and on arriving at Newmarket was dismayed to find that according to the orders of Mr. Pincus the horses had not left their small straw yard during his absence.

It had been an open winter with little or no frost and every sound horse in Newmarket excepting the American stable had been on the heath almost daily.

Gerald by Saxon—Girl of the Period, the first favorite for the Derby, was a

difficult horse to train, for he was nervous and it was impossible to rate him when at work. He would go his best pace or walk; he had but the two gaits. He did not show temper in any other way and was a good doer with a most taking way of going. When extended his action was perfection.

On the Sunday before the Two Thousand Guineas Gerald needed work and the ground was as hard as iron. It was decided to give the horse a long, slow, sweating gallop under blankets, but by a misunderstanding between the trainers the work was so severe that Gerald broke a blood vessel.

This was a great blow to me, for both Gerald and Sachem had been heavily backed for the Derby. They had each been backed at £10,000 to 100 in Captain Batcheller's yearling book and we stood to win an additional £10,000 at shorter odds, should either horse win the race. The betting book which was in my hands looked badly, as there seemed little chance to hedge.

Sachem was started for the Two Thousand Guineas, but being only half trained had no chance of winning.

It was now impossible to do much with Gerald, so the talent of the stable was devoted to the preparation of Sachem.

Fred Webb, who was engaged to ride Sachem in the Derby, rode him in a trial against Mistake on the Sunday before the race and was greatly pleased with him, but Sachem behind the Ditch and in the presence of a Derby crowd was a different horse.

Both he and Gerald started in the Derby and led the field around Tattenham Corner, where Gerald was beaten. By very hard riding Webb just managed to beat Bruce for third place, the race being won by Shotover with Quicklime second. Bruce won the Grand Prix de Paris the following Sunday.

I had backed Sachem for a place at 8–1 for enough money to square the book, so was gratified with the result of the race.

Sachem never did win a race on the flat. Although a very fast horse his courage always failed him at the critical moment. After running fourth in the St. Leger he was sold and won some good races over the jumps. Gerald was sold for £1000.

Iroquois had the misfortune to break a blood vessel after his first fast work, caused in all probability by not being properly seasoned.

Touch Me Not won the Bedford Stakes. Mistake won the Spring Handicap, and Aranza managed to pull off the Great Eastern Handicap.

At the close of the season the trainers returned to America and some of the horses were sent to Tom Cannon at Stockbridge.

Six yearlings, including Pontiac, and accompanied by Parthenia to fill her engagement for the Oaks, were sent over to join them.

Cannon did not have great success with the horses. He was afraid to give Iroquois

strong work on account of his malady, yet he managed to run second to Tristan in the Hardwicke Stakes at Ascot and was nominated for the Stockbridge Cup by the Prince of Wales, which he won. Aranza won the Johnstone Plate and Pontiac started seven times but did not win a race.

Iroquois, Aranza, and Parthenia were shipped to America in July and the other horses followed later and Mr. Lorillard's first campaign in England during which he himself had been in America came to a close.

Those were very pleasant days at Newmarket. The Duke of Hamilton was racing and young Richard Marsh was his trainer. Sir John Astley was on the heath every morning, and Sir George Chetwynd and Charlie Wood were a strong combination at the time. Matthew Dawson was still training Lord Falmouth's horses and the jockeys of the day were a wonderful lot of horsemen. Fred Archer, George Fordham, Tom Cannon, Johnnie Osborne, Charlie

Wood, and the two Barretts made much turf history.

The "monkey-seat" and "end to end" racing had not become the custom and the finishes between those celebrated jockeys were most inspiring. Since the introduction of the American way of riding eight Derbys have been won by American jockeys.

APPROXIMATE WINNINGS

1879.....	£ 5,376
1880.....	3,617
1881.....	16,025
1882.....	797
1883.....	382
	£ 26,197

1896–1901

THE first campaign in England had been but a side issue for from 1873 to 1886. Mr. Pierre Lorillard had a large stable of racehorses on the American turf and a stud of great importance at Rancocas, New Jersey.

Having become so greatly interested in the development of Tuxedo Park that he had no time to devote to sport, he decided in 1886 to sell all his horses and retire from the turf.

The racehorses were sold in January of that year at public auction at Rancocas and brought $149,050. The sale of stallions and broodmares followed in February and realized $142,850. Dewdrop brought $29,000, and Iroquois sold for $20,000.

Tuxedo Park having become a pronounced success by 1889, the call of the turf returned and by 1891 Mr. Lorillard not

only had a number of racehorses but the empty paddocks at Rancocas began to be occupied by young mares to be mated with Sensation and Sailor Prince, the former having been purchased from Mr. Lorillard's brother's estate and the latter imported from England. It was during the following years that he raced Kildeer, Locohatchee, La Tosca, Lamplighter, and other horses with success.

In 1894 the act prohibiting bookmaking was passed which disorganized racing in New York State. Race meetings were abandoned and many stakes were declared off. The future of racing looked very doubtful and the value of the thoroughbred horse greatly depreciated.

Mr. Lorillard decided that as he had a large stud at Rancocas his only salvation would be to race in England but decided to confine his stable to horses of his own breeding.

At the end of the season of 1895 he accordingly shipped King of Bohemia, Ani-

sette, Diakka, Dolabra, and eight yearlings to England.

John Huggins was training for him at the time and was not only the best trainer who had ever trained for the cherry jacket and black cap but a man of most sterling character as well, and it was most fortunate for Mr. Lorillard that Huggins agreed to go with him to England.

There was much sickness in the stable during 1896 and the horses were not of very high quality, but a close study was made of English form and the horses were placed where it was thought they had a chance to win.

Berzak by Sensation—Belphoebe was the best of the two-year-olds. He won the Newmarket Two-Year-Old, the Rutland and the Clearwell Stakes and ran second to Galtee More for the Middle Park Plate. Sandia by Sailor Prince—Saluda won four races, Diakka won the Peveril of the Peak Handicap and two other races and Dolabra won twice.

Mr. Lorillard leased Lower Hare Park, which though four miles from Newmarket, is convenient to the gallops on the heath. He repaired the stables and had an American dirt track constructed for use in place of the tan gallops in very dry weather.

I was stopping at Lower Hare Park in the summer of 1896 when a letter arrived from Lord William Beresford asking if Mr. Lorillard would entertain a proposition to sell a one-half interest in his horses in training. Lord William said his desire was to be connected with an established stable that had a succession of young horses coming on.

This offer came at an opportune moment, for business was bad in America and Mr. Lorillard had been seriously considering the advisability of selling out and returning home.

Mr. Lorillard sent word to Lord William that if he would meet him at the training stable the following day he would show him the horses and give him an answer.

We passed that evening drawing up a partnership agreement and a bill of sale and the following afternoon drove in to Newmarket where the horses were stabled and met Lord William and his brother Lord Marcus Beresford.

Huggins was asked to show the horses. They were a sorry lot to look at, as there was influenza in the stable at the time, but to my surprise Huggins not only informed the Englishmen as to the temperature of each ailing animal but also pointed out every splint and curb with the greatest care. It seems that Mr. Lorillard had failed to inform Huggins that a sale was in prospect, and he, knowing that the brothers were past masters at everything that had to do with racing, was under the impression that they were touting the stable!

The contract of partnership was left with Lord William and an answer was promised for the following day.

Much to our surprise the agreement was returned signed and witnessed and Lord

William became half owner of all the horses in training and half owner of the yearlings that had just arrived from America.

According to the agreement Mr. Lorillard retained the entire management of the stable.

On the British turf an individual must be responsible for the running of each and every horse and there is no partnership allowed as far as the actual running is concerned.

The partners drew lots for the horses. Those drawn by Mr. Lorillard carried the cherry and black cap and the others sported the light blue jacket and black cap, the colors that Lord William had made so popular in India.

Lord William Beresford, the third son of the fourth Marquis of Waterford, was a gallant soldier, a most genial companion and charming friend. He joined the IX Lancers at the age of twenty and later accompanied them to India where he became A. D. C. and Military Secretary,

which position he filled so satisfactorily that he was retained by three successive Viceroys.

During all those years his spare time was devoted to sport, yet he never lost an opportunity to go to the front whenever and wherever there was fighting to be had. It was in the Zulu war that he received the Victoria Cross for saving a non-commissioned officer's life at the risk of his own.

In the 80's and early 90's he had a most successful stable of racing ponies in India.

He returned to England in 1894 and shortly afterwards married Lily, Duchess of Marlborough, an American with a large fortune. It was his wife, no doubt, who gave him the information concerning Mr. Lorillard as a sportsman, which prompted the desire to become his racing partner.

The two-year-olds were a disappointment in 1897 and Berzak did not stand training for the Derby. Elfin by Sensation—Equality won the Fortieth Biennial at Ascot. Belissima, Beryl, and Meta also won races.

Of the older horses Sandia won five times, including the Fernhill Stakes. Dolabra won three races and Diakka won the Duke of York Stakes, the Subscription Stakes, and two other races.

The season of 1898 was more successful, for the stable won thirty races. Caiman by Locohatchee—Happy Day was the best of the two-year-olds. He won the Clearwell Stakes and, thanks to Tod Sloan's good riding, defeated Flying Fox for the Middle Park Plate. He finished the season by running second to Frontier in the Dewhurst Plate, giving away 10 pounds. Dominee II won four races, including the Chevely Stakes, Granby Plate and Exeter Stakes. Myakka won the Prendergast Stakes and three other races. Diakka won the Esher Stakes. Elfin II won four races. Chinook, Sandia, Belissima, and Berzak also won races.

Mr. Lorillard was in poor health during the summer of 1898 and desired to return to America. Lord William took an option

CAIMAN BY LOCOHATCHEE—HAPPY DAY

Tod Sloan up

on Mr. Lorillard's half interest in the stable to be taken up at the end of the season if the form of the horses warranted the proposed outlay; if not, the horses were to be sold at auction.

The stable won so many races during the last few meetings of the year and the two-year-old Caiman gave such a good account of himself that Lord William lost no time in taking up the option and becoming the sole owner, not only of the horses in training but also of the yearlings that had just arrived from America. The horses were moved to Heath House where Matthew Dawson had reigned for so many years.

Mr. Lorillard sold out at the wrong moment, for the stable had its greatest success in 1899.

The horses were well managed and cleverly placed by Lord William. John Huggins continued his good work as trainer and Tod Sloan was the stable jockey. It was a combination difficult to duplicate.

Soon after my arrival in England in June 1899, I was invited by Lord William to come to Newmarket and have a look at his racehorses. We rode on the heath one morning to see the horses at work and when the two-year-olds came galloping by he asked me which one I liked best. I said: "The chestnut with the white legs is my choice." He replied, "You are quite right, that is Democrat."

Democrat by Sensation—Equality and she by Rayon d'Or was the best two-year-old of his year. He started in eleven races and won seven of them, defeating Diamond Jubilee three times.

He won the Coventry, Hurst Park Foal, National Breeders Produce, Champagne, and Rous Memorial Stakes and both the Middle Park and Dewhurst Plates. Democrat won £12,923 as a two-year-old.

When Lord William's racehorses were sold at auction in 1901, Democrat, who had been a failure as a three-year-old, became the property of Mr. J. B. Joel for 910

DEMOCRAT BY SENSATION — EQUALITY

guineas. Later on he was sold to Mr. Marsh, the trainer of the King's horses.

One day as King Edward VII was going through the stable accompanied by Lord Kitchener, the latter remarked on the good looks of Democrat. Mr. Marsh offered to give him the horse. Lord Kitchener was not a great horseman but accepted the gift on being assured by Mr. Marsh that his daughter had often ridden the horse on the heath. Democrat became Lord Kitchener's favorite charger and was ridden by him at the Delhi Durbar and the Coronation Procession of King Edward VII.

Democrat won prizes at horse shows in India and became the model for the equestrian statue which decorates the Maidan in Calcutta.

Caiman had grown and filled out and won six out of eight races for which he started. Velasquez would have gone down to history as a great racehorse if he and Galtee More had not been foaled in the same year; and it was likewise with

Caiman, for he had to take second place behind Flying Fox both in the Two Thousand and the St. Leger. He won the Burwell, the Payne, Lingfield Imperial, Ascot Biennial, Zetland, and Sussex Stakes. Caiman still holds the mile record, 1 min. $33\frac{1}{5}$ secs. with 128 pounds.

Sibola won the One Thousand Guineas, the Wood Ditton, Champion Breeders, and Scarborough Stakes. She also ran second for the Oaks which she should have won but was left at the post. This race caused much comment at the time, but Tod Sloan who had the mount was not to blame as the filly was suffering from a very sore mouth and refused to face her bit.

Dominee II won the Newmarket and Midsummer Stakes. Doric II won three races; Jiffy II, Chinook, Tarolinta, Solano, Jouvence, Meta, Lutetia, Etoile, Perdicus, and Pomfret all won races.

It was a wonderful year for the Rancocas-bred horses. Mr. Lorillard's stallion, Sensation by Leamington—Susan Beane by

Lexington, was second in the list of winning sires in England with twenty races and over £20,000 to his credit. The stable won fifty-five races during the season and a total of £42,730.

Lord William had no Rancocas-bred two-year-olds in 1900. He had purchased a few American and English-bred yearlings and leased the running qualities of Volodyovski from Lady Meux, who had bred the colt and who had entered him in the Derby. This horse won five stakes worth £4607.

The older American-bred horses won many races. Jolly Tar by Sailor Prince-Joy was a good four-year-old. He won five races including the Epsom and Coronation Cups and the Limekiln Stakes. Jiffy II won four races, among them the Goodwood Plate and Great Ebor Handicap. Dominee II won two races, and Caiman won the Lingfield Park Stakes. The stable won £24,523.10 of which sum £14,181 should be credited to the Rancocas-bred horses.

Lord William Beresford died on December 28th, 1900. To win the Derby had been his fondest wish, and it would have been gratified if he had lived a few months longer. After his death his widow and Lady Meux each claimed Volodyovski. The matter was brought before the Jockey Club but they refused a decision and left the dispute to be settled by law. It came for a hearing before Judge Grantham, a good sportsman, who gave it as his opinion that Lord William's death had cancelled the lease of the horse.

Volodyovski was then leased to the Hon. William C. Whitney and, trained by Huggins, won the Derby of 1901.

The Beresford horses were sold at Newmarket on January 23, 1901, and brought £19,439.

Caiman sold for £2500 and Jolly Tar brought £2200.

Mr. Lorillard remained in America during 1899 and 1900 but in the latter year had a few horses with Blackwell at New-

market. The best of these were Tantalus by Sailor Prince—Tarbouche and Exedo, a full brother to Democrat, who won the Prendergast and the Clearwell Stakes.

Mr. Lorillard returned to England in 1901, having shipped David Garrick to Newmarket in October, 1900, to be trained by Blackwell. David Garrick had been purchased when a two-year-old from Mr. Madden. After winning the Annual Champion Stakes at $2\frac{1}{4}$ miles, beating Ethelbert among others, it was decided that being a stayer, he might have a chance to win the Ascot Cup.

He started for the City and Suburban Handicap with the top weight 122 pounds, ridden by Maher and ran unplaced. He won the Chester Cup, giving 13 pounds to the second horse. He then started for the Epsom Cup for which he ran second.

The horse went wrong during his preparation for the Ascot Cup, which was a great blow to Mr. Lorillard, for being in failing health at the time it was more than he

could stand. It ended his career of twenty-nine years on the turf.

He was a fine sportsman and a most generous patron of the turf. He had done much for racing in America, for he had invested more money in racehorses, broodmares, and yearlings than any man of his time and he had added $20,000 a year for seven years to the Lorillard Stakes at Monmouth Park.

It was through his efforts that the Board of Control was created which developed into the Jockey Club of the present day.

Mr. Lorillard gave a dinner at his house at which twenty-five or more of the most prominent patrons of the turf and representatives of the leading race courses of the day were present.

The late Hon. August Belmont sat at the right hand of the host. At the end of the dinner Mr. Lorillard made a few remarks concerning the condition of racing at the time to the effect that the end was in sight unless something were done to

control the bad elements on the turf. He proposed that a committee be formed with the Hon. August Belmont as chairman for the purpose of amending the rules of racing, licensing trainers and jockeys — in fact with full power to improve the conditions of racing.

Mr. Belmont's reply was, when one considers the different antagonistic and jealous elements that sat around that dinner table, one of the most charming tributes I ever heard. It took much nerve to begin by saying: "Gentlemen, I am greatly touched by the great honor our host has shown me this evening, in the first place by inviting me to the most beautiful dinner I ever attended, and in the second place by placing me at his right hand, more especially as you are all aware of the fact that Mr. Lorillard and I have not been on speaking terms for some years. Before I go any further I wish to state that the cause of our trouble was my fault and that I was entirely in the wrong."

Mr. Pierre Lorillard was full of energy and imagination, He was a gallant bettor and a good loser and he had a passion for racehorses and for racing.

APPROXIMATE WINNINGS
OF RANCOCAS-BRED HORSES

1896....	£ 8,068.10	
1897....	14,261.	
1898....	16,710.10	
1899....	42,730.10	Lord William Beresford
1900....	14,161.	
1900....	1,767.	Mr. P. Lorillard
1901....	4,168.10	Including David Garrick
	£101,885.	

CELEBRATED MATRONS

F R ONE STAR DIFFERETH FROM ANOTHER STAR
IN GLORY

CELEBRATED MATRONS

WHEN a favorite mare throws a filly foal there is always a certain amount of disappointment felt by those interested in the newly-born thoroughbred, yet what great race mares there have been in the past.

In England Crucifix, Eleanor, Surplice, Blink Bonny, Formosa, Hannah, Marie Stuart, Apology, Kincsem, Shotover, La Flèche, Sceptre, Pretty Polly, Signorinetta, and Tagalie are names to conjure with.

The Derby has been won by Eleanor, Surplice, Blink Bonny, Shotover, Signorinetta, and Tagalie, and the New Derby by Fifinella.

Formosa and Sceptre each won the Two Thousand, One Thousand, Oaks, and St. Leger.

The Derby and Oaks were won by Eleanor, Blink Bonny, Signorinetta, and Fifinella; while Surplice, whose dam was

x Colt

Crucifix, is the only filly that has won both the Derby and the St. Leger.

The One Thousand, Oaks, and St. Leger have been won by Formosa, Hannah, Apology, La Flèche, Sceptre, and Pretty Polly.

The great Hungarian mare Kincsem won fifty-seven races and was never defeated. She started but once in England when she won the Goodwood Cup.

Fashion, Spinaway, Firenzi, Miss Woodford, Wanda, Dewdrop, Thora, La Tosca, and Regret will not soon be forgotten in America.

In the breeding of racehorses or the studying of pedigrees too little attention is often given to the blood and quality in the line female, for many a racehorse owes his speed and stamina directly to a great matron in the past whose stout blood has descended from generation to generation.

The great mare Prunella by Highflyer out of Promise by Snap was foaled in 1788 and was bred by the Duke of Grafton.

The twelve colts and fillies she bred founded families that did more to enrich the blood of the thoroughbred horse than was accomplished by the blood of any stallion of her day.

In more modern times Queen Mary is the best example of the value of blood in tail female.

There was no more capable and shrewd man on the turf of his day than Mr. William I'Anson, and he gave an example of his shrewdness when he purchased the mare Queen Mary and her foal at auction for twenty pounds.

Queen Mary by Gladiator and her dam by Plenipotentiary, was foaled in 1843. Among her progeny that were celebrated are included: Haricot — the dam of Caller Ou-Braxey, Bonnie Scotland, Balrownie, Blink Bonny, Broomielaw, Blinkhoolie, and Bonny Bell, all of which in their turn founded families. Queen Mary died in 1872.

Both Bonnie Scotland and Balrownie

came to America and did great service in the stud.

The most famous of her get was the great race mare Blink Bonny, the winner of the Derby and Oaks in 1857.

Blink Bonny was foaled in 1854 and was by Melbourne.

Her success on the turf was followed by a short but wonderful career in the stud, for she bred:

1860	Borealis	by Newminster
1861	Blair Athol	by Stockwell
1862	Breadalbane	by Stockwell

Unfortunately she died in 1862.

Blair Athol was a very great racehorse and founded a family that still survives.

Breadalbane was a success in the stud as well as on the turf.

Through the filly Borealis the blood of Blink Bonny has been handed down in the female line to the present day.

Borealis bred Blue Light to Rataplan, Blue Light bred Lady Muncaster to Muncaster, Lady Muncaster threw Isoletta to

Isonomy, and Isoletta threw Galicia to Galopin.

It need hardly be said that Galicia is the dam of the great racehorses Bayardo, Lemberg, and Kwang Su.

This line of blood will also probably continue to flourish in the tail female, for My Lady has won the Dewhurst Plate — 1917. My Lady is by Beppo by Marco out of Silesia by Spearmint, and her dam was Galicia.

Blair Athol and Lemberg are the only Derby winners that trace back in the tail female to a Derby winner.

Lemberg and Bayardo each won both the Middle Park and Dewhurst Plates.

Bayardo was a brilliant two-year-old, winning all of his seven races. He ran fourth to Minoru for the Derby in 1909 but won eleven races that year including the St. Leger. As a four-year-old he won the Ascot Cup and was beaten but once.

Bayardo unfortunately died this year —

1917 — but he had already proved his value as a successful sire. Gay Crusader, the triple crowned winner of 1917, is by Bayardo out of Gay Laura. Bayardo is also the sire of Gainsborough out of Rosedrop, the triple crowned winner of 1918.

Lemberg won the Derby and was a great four-year-old, winning both the Eclipse and Jockey Club Stakes and he has already sired many winners.

Through these two good horses the stout blood of Queen Mary and of Blink Bonny is being handed down to future generations.

Pocahontas, the Glencoe mare out of Morpessa by Muley, was foaled in 1837 and is celebrated for having foaled three great racehorses in successive years:

1849 Stockwell by The Baron
1850 Rataplan by The Baron
1851 King Tom by Harkaway

These three horses became celebrated on the turf and in the stud, each of them having founded families of renown.

Pocahontas lived until 1870.

King Edward VII when Prince of Wales purchased a cheap mare when he paid 900 guineas for Perdita II, for much of his subsequent success on the turf was owing to this good bargain.

Perdita II, by Hampton—Hermione and she by Young Melbourne, was bred by Lord Cawdor and was foaled in 1881.

Her first two foals in 1888 and 1889 were by Bercaldine but it was not until she was mated with St. Simon that her true value as a broodmare was discovered.

She was barren in 1890 and 1892 but in 1891 she bred Florizel II, a winner of many races.

In 1893 she bred Persimmon, in 1896 Sandringham, and in 1897 Diamond Jubilee.

She slipped her foal in 1898 and died after foaling in 1899.

Persimmon, in my mind, the best-looking horse I ever saw, was one of the greatest of racehorses. He won the Derby and St. Leger, the Ascot Cup, Eclipse Stakes, and many other races and was a pronounced

success in the stud and a worthy follower of his sire.

Democrat stood in Diamond Jubilee's way when a two-year-old but as a three-year-old he won the Two Thousand, Derby, and St. Leger and was sold to go to the Argentine, where he has made his mark in the stud.

St. Simon, the sire of these two sons of Perdita II, was probably the cheapest horse ever sold. The Duke of Portland paid 1600 guineas for him when a two-year-old at the sale of Prince Batthyany's horses. It was never known how good a horse St. Simon was, for he was never beaten. It is estimated that, making due allowance for the Duke of Portland's mares that were mated with him, St. Simon's earnings in the stud during his twenty-two years as a stallion amounted to $1,250,000.

The celebrated broodmare Morganette is said to have cost Mr. John Gubbins less than £300. She was bred by Mr. J. H. Houldsworth, was foaled in 1884, and was

by Springfield, her dam being Lady Morgan by Thormanby.

Morganette's first foal of note was Blairfinde by Kendal, the winner of the Irish Derby — 1894 — and many other races.

In 1894 she bred Galtee More by Kendal. This horse won the Middle Park Plate and was a good two-year-old.

The following year he won the three great classic events and was sold for £21,000 to go to Russia.

Morganette's next great foal was Ard Patrick by St. Florian. The greatest of all race mares, Sceptre, was foaled in the same year — 1899 — and she stood in the way of Ard Patrick who succeeded in defeating her but twice. He won the Derby of 1902 and defeated Sceptre again for the Eclipse Stakes the following year.

Ard Patrick was sold for £21,000 to go to Germany where his produce have become great winners and where his blood has been of much service in improving the German thoroughbred horse.

Both Galtee More and Ard Patrick were trained by Sam Darling. Morganette had no produce after 1900 and died in 1908.

Sceptre, by Persimmon—Ornament, was bred by the Duke of Westminster and was the highest priced yearling ever sold, bringing $52,500 at auction. Her purchaser, R. Sievier, raced her and sold her to Sir William Bass for $125,000.

Sceptre won the Woodcote and July Stakes as a two-year-old. The following year she won six races including the Two Thousand and One Thousand Guineas, the Oaks, and the St. Leger but was beaten in the Derby and Grand Prix. She won $115,975 that year and as a four-year-old her winnings were $63,165, including the Hardwicke, Jockey Club, Duke of York, and Limekiln Stakes. After three unsuccessful attempts the following season she was retired to the stud. She has since then changed owners twice for $36,750 and is now owned by Sir William Tatem, who gave $13,125 for her.

Sceptre has not produced any noted winner, but her daughter Maid of the Mist seems to be a great producer, for she is the dam not only of Sunny-Jane, the winner of the New Oaks — 1917 — but also of Skyrocket, one of the most successful two-year-olds of the year. Both of these young horses are by Sunstar.

Of living broodmares Doris is perhaps the most interesting example. Doris was bred in 1898 by Mr. H. Waring and is not fashionably bred, being by Loved One and her dam Laurette by Petrarch.

She was owned and raced by Mr. Sol Joel and, being small and not very successful, her owner proposed to part with her by entering her in a selling-race. His brother objected to this as the filly was named after his favorite niece and the result was that Doris found a home in the paddocks of Mr. J. B. Joel.

Doris had her first foal in 1902. In 1908 she bred Sunstar by Sundridge. Sunstar won the Two Thousand and the Derby

and became a successful sire. In 1909 to Sundridge she threw White Star, the winner of the Dewhurst Plate and other races, in 1910 Radiant by Sundridge, a winner, and in 1911 Princess Dorrie by Your Majesty, the winner of the One Thousand and the Oaks. Since that time she has had progeny that have raced with more or less success. It is estimated that the value of Doris' services as a broodmare has been well over $500,000.

It is not always the winner of the Oaks that makes the most successful broodmare, more often it is a fortunate cross such as that of St. Simon and Perdita II, and of Sundridge with Doris, that produces great racehorses and brings renown to the matrons, for it is to their sons and daughters that they owe their fame.

TRACERY

TRACERY

TRACERY was the best of the three-year-olds on the English turf in 1912 and, although he has no so-called American blood in his veins, his career is of great interest, for both his sire and his dam were brought to America by Mr. August Belmont, and Tracery was foaled in 1909 at Mr. Belmont's stud farm in Kentucky.

Tracery is by Rock Sand, the triple crowned winner of the Two Thousand Guineas, Derby, and St. Leger of 1903, out of Topiary and she by Orme out of Plaisanterie, the winner of the Cesarewitch. Plaisanterie is also the dam of Childwick that was sold to Sir Blundell Maple when a yearling for 6000 guineas. This horse was a noted stayer and through Negofol is the grand-sire of Hourless.

Tracery was sent to England in 1910 to fulfill his engagements and was placed with

Mr. Leopold de Rothschild's trainer, John Watson. He did not start as a two-year-old, for he was a backward colt and it was considered wise to give him plenty of time to develop.

Tracery started but four times as a three-year-old. His first public appearance was in the 133d running of the Derby in 1912 and he was so little thought of that he started at 66–1.

Tracery was described by the critics as a "very taking-looking dark bay horse," but they pronounced him backward and believed he would greatly improve with time.

Tagalie won the Derby of 1912 with Jaeger second and Tracery third.

At Ascot Tracery beat his hyphenated countryman Sweeper II in the St. James Palace Stakes and again defeated the same horse at Goodwood for the Sussex Stakes by half a length. Sweeper II carried a 7 pounds penalty in both of these races for having won the Two Thousand Guineas.

After beating Sweeper II, Tracery proved

SWEEPER II BY BROOMSTICK—RAVELLO II

D. Maher up

himself to be the best horse of his year by easily winning the St. Leger. He had by this time grown into a very fine-looking horse and a grand mover.

Ridden by George Bellhouse he made his own running in the Leger and won all the way. This was indeed a great performance. Maiden Erlegh was second.

One would think from this race that stamina was Tracery's strong point, yet the Leger course is not a difficult one and is often misleading as a test of stamina.

Tracery's first appearance as a four-year-old was in the Burwell Plate at Newmarket which he won, beating Jackdaw and other good horses, and he then received a strong preparation for the Ascot Gold Cup.

The eight starters for the Ascot Cup of 1913 were quite the grandest lot of cup horses that had been seen for many years. Prince Palatine, Tracery, Stedfast, Aleppo, Jackdaw, Fitz Richard and the French horses Gorgorito and Prédicateur faced the starter.

Prince Palatine had won the race in 1912 and was the favorite at 7 to 4 on, and 6 to 1 could be obtained against Tracery.

When the field was about five furlongs from the finish a madman waving a red flag rushed out on the course in front of the horses, and Tracery, who had just deprived Jackdaw of the lead, fell.

Would Tracery have won the race? What would have happened if Tracery had not fallen will never be known for he was in front and going well. Neither Tracery nor Whalley the jockey was any the worse for the fall.

Prince Palatine, though somewhat hampered by the fall of Tracery, had no difficulty in beating the other horses and won his second Ascot Cup.

This feat had previously been performed by Bizarre, Touchstone, The Emperor, The Hero, Fisherman, Isonomy, and The White Knight.

Prince Palatine was a great racehorse. He was unable to run for the Derby of his

TRACERY BY ROCKSAND—TOPIARY

year but won the St. Leger, and he was an undoubted stayer.

Tracery was not injured by his fall and won the valuable Eclipse Stakes, defeating Louvois, a good three-year-old that had just missed winning the Derby.

Tracery's next start was for the Jockey Club Stakes at Newmarket. Being penalized for winning the St. Leger and Eclipse Stakes he carried 10 stone 7 pounds and ran second to the moderate but improved three-year-old Cantilever with 8 stone 1 pound. In other words, Tracery failed by two lengths to give Cantilever 22 pounds more than weight for age. This would mean, allowing 7 pounds for a two-lengths' beating, that Tracery was 14 pounds or more a better horse than Cantilever at one and three-quarter miles.

Tracery finished the season and his career on the turf by beating Long Set, his only competitor for the Champion Stakes, and was retired to the stud in England.

It is said that Mr. August Belmont

refused £40,000 for Tracery and that he considers him the best horse he ever bred, which is indeed high praise.

TRACERY'S WINNINGS

St. James Palace Stakes	£ 2,500
Sussex Stakes	697
St. Leger Stakes	6,450
Burwell Plate	435
Eclipse Stake	8,735
Champion Stakes	900
	£ 19,717

THE BEASLEYS

THE BEASLEYS

IT IS no wonder that the name of Beasley has been a household word in Ireland for forty years, for during that time the Beasleys have been the chief exponents of steeplechasing, which is Ireland's national sport.

The four brothers, Tommy, Harry, Willie, and Johnnie Beasley, have not only been the best gentlemen jockies of their day but expert trainers of the steeplechase horse as well, and it is greatly owing to their endeavors that Ireland has become celebrated as the home of the best and most successful steeplechasers.

Mr. Tommy Beasley, who died in 1905, was the eldest of the four brothers and was a most finished horseman. Being a lightweight he was enabled to ride on the flat as well as over a country and did so with such success that he won the Irish Derby three times.

Punchestown was his most successful battleground and at this meeting he and the other members of his family secured a large share of the prizes for many years.

It was at Liverpool, however, that he made his greatest record, for between 1877 and 1891 he rode in twelve Grand Nationals, winning three of them; was second twice; third once, and came to grief on only two occasions.

His first win was on Emperor in 1880, followed by an easy victory with Woodbrook in 1881.

I well remember the masterly race he rode on Cyrus in 1882 when beaten a head by Lord Manners on Seaman. Zoedone, the winner the following year, was third.

With Frigate, in 1889, Mr. Beasley scored his most popular win, for the mare was a great favorite with the public. She was eleven years old at the time and started in seven Nationals at Liverpool, running second in 1884 and 1885.

Mr. Harry Beasley, who in his sixty-

Mr. HARRY BEASLEY

sixth year has just received an ovation at Punchestown after winning the Kildare Hunt Cup on his own horse General Saxham, is the sole survivor of this quartette of brilliant horsemen.

He has had a wonderful career between the flags, for at Punchestown he has won the Prince of Wales' Plate seven times, five being consecutive. The Conyngham Cup has been placed to his credit on six occasions by the aid of Seaman, Frigate, Come Away (twice), Lady Helen, and Lively Lad, and of these the first three horses won the Grand National.

His first mount at Aintree was in 1879, in which race his three brothers also rode, and from that date until 1889 he rode in each successive Grand National. He was third on Mohican in 1883 and second the following two years with Frigate. In 1886 he was second on Too Good and in 1887 had the mount on the same horse when he broke down in the race.

He succeeded in winning the Grand

National in 1891 when he steered Come Away, which was a double victory for him as he had prepared the horse for the event. His last mount at Aintree was on Billie Taylor in 1892.

He won the Grand Sefton Steeplechase five times, and in France won the Grand Hurdlerace with Seaman in 1881 and rode the second horse in 1880 and 1882.

The Grand Steeplechase de Paris fell to his share in 1883 with Too Good, and he was again successful in 1890 on Ascetic's good son Royal Meath.

The other brothers were likewise fine horsemen; in fact, between them the four brothers had no less than thirty-four mounts in the Liverpool Grand National, a record of a sporting family that is likely to stand for all time.

The traditions of the Beasley family are being continued in the present generation, for at a recent meeting in Ireland Mr. H. H. Beasley, the son of Harry Beasley, rode in fourteen races and won seven of them.

II

THE INTERNATIONAL POLO CUP

THE INTERNATIONAL POLO CUP

WHEN the Americans regained the International Polo Cup in England in 1909 they were somewhat at a disadvantage, for they had to play under the Hurlingham Club Rules, and although they all had played in matches in England prior to 1909 and were well acquainted with the English "off-side rule," it was not their accustomed game.

The English team when it came to America in 1911 had to play according to the American Polo Association rules, and for that reason there had been a temporary suspension of the off-side rule in England in order that the players might become accustomed to the American game, for it was the decided opinion of all polo players in England that the cup must be brought back and that no rules should stand in the way of success.

It did not take them long to discover

that the American game was a quicker and more brilliant form of sport.

In 1911 the English lost the two games played and the match by 2½ goals.

In 1913 the cup was retained by the Americans by a total of 2¾ goals in the two games played, the second game being won by the small margin of one-quarter goal.

The cup had been won in England in 1909 by the Meadow Brook team known as the "Big Four":

1. Mr. L. Waterbury
2. Mr. M. Waterbury
3. Mr. H. P. Whitney
4. Mr. D. Milburn

This was the greatest polo team of all times, for they were never beaten.

The cup was successfully defended in 1911 and again in 1913 by the same team with the exception that in the latter year, owing to an accident to Mr. M. Waterbury during the first game, his place was taken by Mr. L. E. Stoddard, who also played in

the second game, exchanging places with Mr. L. Waterbury.

The Hurlingham Club had some difficulty in forming a representative team in 1914, but the challenge eventually arrived and the club was represented by a team put together and financed by Lord Wimborne. It consisted of:

1. Captain H. A. Tompkinson
2. Captain Leslie St. George Cheape
3. Major F. W. Barrett
4. Captain Vivien Lockett

with Mr. John Traill of the Argentine Polo Team as a substitute. It had been intended that the last-named should defend goal, but owing to a recent illness he was off his game and Captain Lockett, who had played number four in 1913, took his place.

Captain Cheape had played on the English team both in 1911 and 1913, and Major Barrett had been a substitute in 1911 and thoroughly understood the American game. Captain Tompkinson was a fine horseman who had never been in

America before. Lord Wimborne had collected a good lot of ponies, among the number being the gallant mare Energy that was borrowed from the Duke of Westminster and crossed the ocean for the third time.

The Americans had also had their troubles in forming a team. Mr. Whitney had decided not to play, having in his opinion reached the age when a man should retire from fast polo. His loss to the team was fatal, for he had been its captain and the leading spirit in modern American polo for years. It was he who had kept the "Big Four" together and he had been the chief cause of the three defeats administered to the pick of England's polo players. It was quite impossible to fill his place.

Two teams were formed, one consisting of Messrs. L. Waterbury, M. Waterbury, Foxhall Keene, and D. Milburn, and another team consisting of Messrs. Rumsey, La Montagne, Stevenson, and Phipps. The latter team defeated the former by five and

by three and a quarter goals. Then Mr. Keene changed places with Mr. La Montagne and the Keene team won.

The committee that was empowered to select a team to defend the cup had about decided to select Mr. Keene's team when the latter had the misfortune to meet with an accident.

The team that was finally named consisted of:

1. Mr. René La Montagne
2. Mr. J. M. Waterbury, Jr.
3. Mr. Devereux Milburn
4. Mr. Lawrence Waterbury

Mr. Whitney supplied them with good advice and put his entire stud at their disposal, and all the good ponies in the country were added to the string, some coming from California and others from distant Honolulu.

Three members of the English team lunched with me the day before the first match and they were far from confident of winning. They acknowledged that it was

greatly to their advantage that Mr. Whitney was not to play, for it was "he who had won the matches in 1911 and 1913, as he was the most level-headed man they had ever played against." They considered him to be the quickest "polo-thinker" they had ever known and insisted that when things went wrong it was he who invariably saved the situation.

The first game was played on the Meadow Brook grounds on June 9th before an enthusiastic assemblage of some forty thousand people from all parts of the country.

The result was as follows:

FIRST GAME

AMERICA

No. 1, René La Montagne
No. 2, J. M. Waterbury, Jr.
No. 3, Devereux Milburn
Back, Lawrence Waterbury

ENGLAND

No. 1, Capt. H. A. Tompkinson
No. 2, Capt. Leslie St. G. Cheape
No. 3, Major F. W. Barrett
Back, Capt. Vivien Lockett

FIRST PERIOD

Goal No.	Player	Team	Time M.S.
1	Lockett	*England*	50
2	Cheape	*England*	1 20

SECOND PERIOD

3	J. M. Waterbury	*America*	5 16

Penalties, ½ against *England*, cross by Lockett; ½ against *America*, cross by Milburn.

THIRD PERIOD

4	Tompkinson	*England*	27

Penalty, ¼ against *England*, safety by Lockett.

FOURTH PERIOD

5	Cheape	*England*	10
6	La Montagne	*America*	2 26
7	Lockett	*England*	1 49

FIFTH PERIOD

8 — TOMPKINSON . . . . . *England* 6 50

SIXTH PERIOD

9 — J. M. WATERBURY *America* 3 35

10 — CHEAPE . . . . . *England* 4 17

Penalties, ½ against *England*, cross by BARRETT, ½ against *America*, cross by L. WATERBURY.

SEVENTH PERIOD

11 — CHEAPE . . . . . *England* 1 16

Penalty, ¼ against *England*, safety by LOCKETT.

EIGHTH PERIOD

12 — LOCKETT . . . . . *England* 53

13 — TOMPKINSON . . . . . *England* 54

14 — MILBURN . . . . . *America* 2 28

Referee: LOUIS E. STODDARD. Umpires: For *America*, JOSHUA CRANE, Boston; for *England*, KEITH B. MARSHAM. Timer: W. STRUTHERS JONES, Philadelphia. Goal umpires: For *America*, FRANK FORRESTER, Lakewood, and Dr. SOUTHER; for *England*, SPENCER FISHER, Piping Rock, and

Frank B. Drage, Kansas City. Time: eight periods of 7½ minutes each.

Score: *England*, 8½; *America*, 3. Goals: For *England*, Cheape, 4; Lockett, 3; Tompkinson, 3; total, 10; lost by penalties, 1½; net total, 8½. For *America*, J. M. Waterbury, 2; La Montagne, Milburn; total, 4; lost by penalties, 1; net total, 3.

The English team played with great dash and their hitting was more accurate than in former years.

It was very evident soon after the game began that it had been a grievous mistake to place Mr. Milburn, the best back in the world, in position number three. There was something amiss with the American ponies, for they did not seem to be able to extend themselves and were easily outpaced.

The second game was played on June 11th with the following result:

AMERICA

No. 1, R. La Montagne
No. 2, J. M. Waterbury, Jr.
No. 3, L. Waterbury
Back, D. Milburn

ENGLAND

No. 1, Capt. H. A. Tompkinson
No. 2, Capt. L. St. G. Cheape
No. 3, Major F. W. Barrett
Back, Capt. V. Lockett

FIRST PERIOD

Goal No.	Player	Team	Time M.S.
1	Cheape	*England*	2 51
2	Lockett	*England*	45

Penalty, ½ against *America* for foul by L. Waterbury.

SECOND PERIOD

3	Barrett	*England*	1 26

THIRD PERIOD

No goals scored.

FOURTH PERIOD

4 — La Montagne....*America*.....3 06

Penalty, ½ against *America*, foul by J. M. Waterbury.

FIFTH PERIOD

5 — Milburn.....*America*.....2 46

Penalty, ¼ against *America*, safety by Milburn.

SIXTH PERIOD

6 — Tompkinson.....*England*.....1 02

7 — Milburn.....*America*.....1 01

8 — Milburn.....*America*.....3 17

Penalty, ½ against *England*, foul by Lockett.

SEVENTH PERIOD

No goals scored.

Penalty, ½ against *America*, foul by L. Waterbury.

EIGHTH PERIOD

9 — La Montagne....*America*.....1 42

10 — Barrett.....*England*.....5 50

Penalties: ½ against *America*, foul by Milburn; ½ against *England*, foul by Cheape.

Score: *England*, 4; *America*, 2¾. Goals scored: For *England*, BARRETT, 2; TOMPKINSON, CHEAPE, LOCKETT; total, 5; lost by penalties, 1; net total, 4. For *America*, MILBURN, 3; LA MONTAGNE, 2; total, 5; lost by penalties, 2¼; net total, 2¾.

Referee: LOUIS E. STODDARD. Umpires: JOSHUA CRANE for *America*, KEITH B. MARSHAM for *England*. Time: eight periods of 7½ minutes each.

The American ponies had revived and played up to their usual form in the second game.

In this game Mr. Milburn was given his accustomed position and he played wonderfully, for, although playing back, he was accredited with three goals.

Each side made five goals and the Americans lost the game owing to reckless plays which penalized them two and three quarter goals. At one time they were ahead and if they had held the play along the sideboards they would probably have

THE BRITISH POLO TEAM — 1914

Captain Lockett, Major Barrett, Captain Cheape, Captain Tompkinson

won the game. The British team scored one lucky goal when the ball struck a pony's flank and, deflecting, scored.

The game and the match were lost not because the spirit was unwilling but because the flesh was overweighted by years and avoirdupois.

What was left of the "Big Four" did their utmost under the circumstances, but they missed the strategy and steadiness of Mr. Whitney and they lacked the agility and the quickness of former years. They lost because they rashly took too many chances.

What struck me most forcibly was the different form employed by the two teams in hitting the ball.

The Britishers sat down in their saddles and hit the ball when it was close to them and for the moment unseen by the player, with a full swing of arm and body. In this way they made long but not always accurate strokes, missing goals which they would have made with shorter approach strokes and with better direction.

The Americans in hitting stood up in their stirrups and leaning forward with the eye on the ball, hit with a quick, sharp stroke, sacrificing length for accuracy, which is not a disadvantage in approach shots. They rarely lost a chance of placing the ball in the best place to "shoot" from. Thus it sometimes appeared that they had easy shots for goal which though true was not owing to chance.

The forward polo-seat was evolved prior to 1886 in the days when the backhand stroke was not allowed. In those days we had to turn the ball by playing it across the field and if the player did not stand up in his stirrups and lean well forward, the ball was struck into the pony's forelegs.

The Americans, with the exception of Mr. Milburn, had less length and less accuracy with backhand shots than the Britishers.

So many of the best English players have lost their lives in the titanic struggle for world supremacy that when the next Inter-

national Polo Match is played the defenders will belong to a new generation.

If America is the challenger she must also supply a new team, and I hope it may consist of four as expert and keen sportsmen as the gallant "Big Four."

III

SANTA CATALINA ISLAND

TUNA CLUB HOUSE

Avalon

SANTA CATALINA ISLAND

THE fishing season of 1917 at Catalina Island was a most successful one. Great schools of tuna made their appearance and afforded much sport. Three hundred and sixty-two tuna were taken during the season and the largest fish weighed 136¼ pounds.

Mr. Boschen landed 13 fish weighing 985 pounds in one day's fishing.

Fishing with the assistance of a kite was thoroughly tested by two sportsmen who fished side by side for some weeks in the same boat. One trolled in the usual manner and the other used a kite when the wind served. The former did not have a single strike while the latter landed 33 tuna.

On light-tackle nine-thread line, the largest tuna taken weighed 66 pounds, but the greatest feat was performed by Mr. J. W. Jump, who landed a 57-pound tuna

in 30 minutes with a six-ounce rod and a six-thread line.

The swordfish record was broken by Mr. Parsons, who captured a swordfish weighing 422 pounds after a battle of over six hours. This record was broken later when Mr. Boschen brought a fish home that weighed 463 pounds. This fish succumbed after a fight that lasted but one hour and a half, which fact was explained by a post-mortem examination which showed that the bait had been gorged and that during the struggle the fish's heart had been torn by the hook which had caused an internal hemorrhage and death.

I visited San Clemente and was again greatly impressed by the agility of the spearfish.

Although they did not arrive off the island until late in September, they afforded great sport. There were seventy-two spearfish taken under Club Rules, sixteen fish being taken by one boat in four days' fishing.

RECORD SWORD FISH

463 Pounds

Mr. W. C. Boschen

Mr. Pollitz landed the largest spearfish of the season — 326 pounds. This fish jumped forty-eight times and fought for one hour and forty minutes.

I discovered that these high and lofty jumping fish take so much out of themselves by their exertions that if you can persuade your boatman to go to them after their acrobatic performance is over, they can then and there be safely gaffed. In this manner I landed a fish that weighed 180 pounds in twenty minutes. This fish had jumped thirty-five times and was exhausted.

There were several spearfish taken by Mr. Jump on light tackle, a nine-thread line and a six-ounce tip; the heaviest fish weighed 185 pounds.

It is a strange fact that sea-fish fight less and lead more readily on light tackle than if you fight them hard with heavy tackle. The harder you fight them, the harder they seem to fight back.

The chief trouble with light tackle for

spearfish is to induce the boatman to follow the fish so that the line from the fish to the rod leads straight, and not by cutting corners attempt to gain on the spearfish, for in the latter course the line bags and will not stand the strain of being pulled sideways through the water.

It is difficult to persuade the boatman in the excitement of the moment to manœuvre his launch in the opposite direction to that in which the fish is travelling, although it is the only way to straighten the line and remove the strain on the slack that is being pulled through the water faster than it can be reeled in.

Light tackle is all very well with a free-jumping fish, but one that is foul-hooked seldom jumps and fights like a shark, in which case it becomes a difficult proposition for a light rod and line.

A success with light tackle depends on when and in what waters the fishing is done. At Catalina it is generally safe to decide what weight of fish you will fish for

SPEARFISH OR MARLIN

179 and 132 pounds

without being surprised by a mackerel shark or a fifty-pound amberjack, as often happens in Florida.

In the latter case light tackle would be of no more service than it would be at Catalina if one-hundred-and-fifty-pound tuna were taking freely.

The charm of fishing in the waters of the Channel Islands of California is the fact that the tuna and yellowtail run in schools of an average weight, and a fisherman may suit his tackle to the fish that are running at the time.

1918

THE season which has just closed was in some respects even better than that of 1917.

No swordfish (*Xiphias gladius*) were taken and few were seen.

One hundred and fifty-three spearfish (*Tetrapturus mitsukurii*) were weighed in.

Twelve weighed over 200 pounds each, the largest 328 pounds and the smallest 66 pounds.

Six hundred and thirty-nine tuna were landed, 19 of which weighed over 100 pounds each, while the largest fish tipped the scales at 149½ pounds.

Nineteen dolphin were brought in one day and the best day for yellowtail yielded 290 fish.

All these fish were either consumed at Avalon or sent to the market at San Pedro.

THE GIANT BASS

THE GIANT BASS

(*Stereopolepis gigas*)

THE giant bass is a monster fish of the Pacific Ocean and is found along the edge of the forests of kelp that fringe the rocky coasts of the islands of southern California from the Coronados to the Farallones.

This fish is often confounded with the jewfish (*ponnicrops guttatus*) but is in reality quite a different fish.

The jewfish frequents warmer water than that of the Channel Islands and is to be found along the coast of Lower California as well as in the waters of southern Florida and in the Gulf of Mexico. It is more like a giant grouper than a bass, for it is a skin fish with small scales underneath the skin and has rounded fins and a rounded tail, whereas the giant bass resembles the fresh water small-mouthed bass and is covered

with scales, is mottled on the belly, and has square fins and tail.

The giant bass grows to a great size. It is said that one was landed by a handline in the gulf of California that weighed 720 pounds.

These fish have been taken at Catalina Island for some years on regulation tuna tackle, the record fish weighing 493 pounds.

Although the giant bass cannot rightly be classed as a game fish it gives the beginner a strenuous sensation and affords good training for more exciting sport with the rod.

A proper spot having been selected near the edge of the kelp, the boat is anchored and the anchor-rope buoyed so that it may be thrown overboard when a fish is hooked. This is really not necessary unless the fish is of great size. I took, from an anchored boat, three giant bass last season that would average over 250 pounds, in fifty minutes.

Although the giant bass has been known

RECORD GIANT BASS

493 *pounds.* Mr. N. A. Howard

to take a trolling bait he is a bottom feeder, so the hook is preferably baited with the head of an albacore, for rock cod and other small fish that feed on the bottom soon destroy a soft bait. It is also the custom to give the fish sufficient line to allow the bait to be well swallowed before striking.

The giant bass has great strength but little staying power. It soon comes to the surface belly up if you fight it hard, but if you toy with it, it will tow your boat about and take hours to land.

It is claimed that a male fish of this variety is seldom hooked and that the smallest fish ever taken weighed seventeen pounds.

These fish are good food and find a ready sale in the market.

The jewfish are also well thought of as food and it is said that they received their vulgar name for the reason that "they will take anything."

THE SAILFISH

JEWFISH, 450 POUNDS

Florida

THE SAILFISH

(*Istiophorus nigricans*)

THE sailfish belongs to the same family as the spearfish and is to be found in the warm waters of the West Indies and in the Gulf stream along the coast of southern Florida.

The sailfish are long and slim of body and not of great weight. A fish that is seven feet long will as a rule weigh under fifty pounds.

Their peculiarity is their large indigo blue dorsal fin and it is difficult to fathom the purpose for which this fin is intended. The theory that these fish lie on the surface and work to windward with their sail-like fin is a romance, nor do they seem to use it when swimming beneath the surface. The fin houses in a slot and I have never seen it in use except when this

active fish is jumping about on the surface of the ocean, feeding, or rapidly travelling seaward; then it seems to be used as a rudder or guide, for the fish open and close it as they drive and jump along from wave to wave.

"The chief motive and jumping power of a fish is in its tail which as it hits the water straightens out the curving body and shoots it forward, allowing the pectoral and ventral fins to strike flat with their full power. The caudal, dorsal, and anal or vertical fins have steering functions to perform, while the pectoral and ventral pairs of fins are chiefly intended for balancing purposes.

Fish would be unable to navigate on an even keel without these horizontal fins, for the centre of gravity of most fish is toward the head or dorsal side.

To help matters a fish is supplied with an air-sack which renders it bulk for bulk about the same weight as the water it displaces."

SAILFISH

The sailfish are most interesting fish to hunt after, for they are usually found in schools and can often be seen jumping above the surface of the sea.

They are not an easy fish to follow, for they are here, there, and everywhere for a few moments and then suddenly disappear.

Although they are a quick moving, agile fish, they are delicate biters and it requires patience and skill to hook them. At first it was supposed to be necessary to bait with a silver mullet in order to entice a sailfish to take, and they were difficult to hook, for it was found that they would mouth this large bait for some time before swallowing it. It is now the custom to fish for them with a long strip of cut-bait, preferably mullet, but any cut-bait seems to serve when they are taking well.

It is often possible to see the fish approaching, in which case it is wise to allow the bait to remain stationary by slowly circling with the boat and giving line

before striking, for the fish needs time in which to decide whether the morsel presented is really to its taste and, if so, may hold it in its beak for a time before the hook is in a position where it will hold when driven home.

Considering their weight the hooked sailfish fight hard. They jump many times, stand on their tails and perform other unexpected gymnastic feats, but as they tire, their sail-like dorsal fin seems to hamper their action.

As a game fish it has not long been known. The first was taken on a rod about twelve years ago. Thirteen sailfish in a day is the record at Palm Beach for an exceptional day's sport enjoyed by the members of the Sailfish Club, and the record fish measured a trifle over eight feet in length.

The following fish story is from the Paris *Figaro:*

MARINE MONSTER CAPTURED

A huge sailfish, a fish rarely met with in the Atlantic, has been captured by fishermen off Concarneau and towed to that port. The fish measures eight metres long and four metres in circumference and weighs four tons. The fishermen are greatly disturbed over the presence in the vicinity of the fish's female companion, who followed her captured lord throughout the whole of the night he was being towed to port.

—*Figaro*, 1914

The fish mentioned must have been a *Tetrapturus amplus*, the third and only other member of the *istiophoridae*. It is a rare fish and is said to grow to a great size. This fish is known in Cuba as the *aguja casta*.

IV

SPEED UNDER SAIL

SPEED UNDER SAIL

THE owners of small yachts often overestimate the speed at which they are sailing. The illusion is caused by their close proximity to the water. There is nothing more deceptive than the speed of vessels under canvas.

Large yachts with the wind two points abaft the beam have been known to sail very fast. The English cutter "Satanita" is said to have once attained a speed of 16 knots when racing on the Clyde. The "Atlantic," the winner of the German Emperor's so-called Gold Cup in 1905, crossed the ocean in 12 days and 14 hours, her best day's run being 341 miles, which is at an average of rather more than 14 miles an hour.

Astonishing as is the speed sometimes attained by large yachts, it has frequently been eclipsed by the famous packets and

clipper ships, for with them speed was of the first importance. Their great size and large spread of canvas enabled them to make remarkable voyages when favored by wind and weather, yet it is more than probable that a fore-and-aft rigged yacht of the same given length as a clipper ship, and carrying the same amount of canvas, would outsail the square-rigged vessel, but, if a crew could be found to sail her, the question would be: Would she hold together?

The clipper ship "Lightning" on her maiden trip to England sailed 436 miles in twenty-four hours, which was at the rate of 18 knots an hour, and the "James Baines" is said to have logged 21 knots on one occasion during her record trip across the Atlantic. These two ships were built in America in 1854, and it was not until twenty-five years later that the "Arizona" was the first steam vessel that ever logged 18 knots for one single hour.

The famous New York and Liverpool

packets, which were the only regular means of communication between the United States and Europe, appeared in 1816. For the first ten years the passages of the fleet averaged 23 days for the eastward and 40 days for the westward voyages. During that period the fastest outward voyage was made by the "Canada" in 15 days 18 hours. In 1834 the "Independence" made this trip in 14 days and in 1846 the "Yorkshire" crossed from Liverpool to New York in 16 days, which was the record westward voyage of a packet ship.

In 1854 the clipper ship "Red Jacket" sailed from Sandy Hook to Rock Light, Liverpool, in 13 days 1 hour; and the "James Baines" from Boston to Rock Light in the record time of 12 days and 6 hours. The record voyage to the westward was made in 1860 by the "Andrew Jackson" in 15 days.

The American captains of these ships kept them moving night and day and in all sorts of weather.

The building of the fast clipper ships was stimulated in the first place in order to provide a rapid delivery of tea from China and in the second place by the discovery of gold in California and Australia in 1848 and 1851.

In the latter part of the eighteenth and the first part of the nineteenth century, the fastest vessels built both in America and Great Britain were from French models designed after the fast sailing Brittany luggers.

The "Ann McKim," built in Baltimore in 1832, was probably the first American clipper ship. She was also the first ship ever built by reproducing the lines of a small vessel.

The "Ann McKim" was 143 feet long and of 493 tons register. She was followed by the "Rainbow," the first extreme clipper, in 1845. This ship astonished the world by sailing from Canton to New York in 88 days. This trip was shortened later by the "Natchez" to 78 days and in 1848 by

THE CHALLENGE

the "Sea Witch" to 77 days. These are the two fastest voyages of record. The "Sea Witch" in her prime and sailed by Captain Waterman was probably the fastest sailing ship of her inches ever built. She was of 890 tons register and was 170 feet in length.

Gold was discovered in California in 1848 and much larger ships were designed and built. There was great competition among the shipowners and much rivalry between the ships.

In 1851 my father built the "Challenge" of 2006 tons, the largest and finest clipper of her day, and, although designed to make a record she was 108 days on her maiden voyage to San Francisco. The combination of light winds and a mutinous crew defeated Captain Waterman's good intentions.

There were one hundred and sixty ships in the California trade between 1850 and 1860, yet only eighteen ships made single passages between New York or Boston and

San Francisco in less than 100 days. Two record voyages were made in 1851 and 1854 of 89 days by the "Flying Cloud," and it was not until 1861 that the "Andrew Jackson" succeeded in making a passage in the same number of days. In 1854 the "Comet" sailed from San Francisco to New York in 76 days, which is a record.

There was much good luck as well as good seamanship in these fast voyages. It is said that the ship "Capitol" passed most of the year 1851 at sea, for she took 300 days to sail from Boston to Canton.

The British tea clippers of those days were all under 1000 tons register, and being smaller vessels with less beam they could not carry the same amount of canvas, yet they were fast in light weather and it is a pity that there never was a fair and square race between them and the American ships. I cannot find that any British and American clipper ships ever sailed from China near enough together to afford a satisfactory test of speed.

SHIP GEORGE GRISWOLD

Captured June 3, 1863, by the "Georgia" and bonded for $100,000

After the discovery of gold in Australia in 1851, there was a demand for large and fast ships. James Baines & Co., the English shipping merchants, determined in 1853 to own the fastest and finest ships that could be constructed for their Australian line and placed an order with Donald McKay of Boston for four large clippers.

The two most successful ships proved to be the "Lightning," 2084 tons, and the "James Baines," 2515 tons. The former's maiden trip to Liverpool was made in 13 days 19½ hours. On March 1, 1854, her log read:

"Wind South. Strong gales, bore away for North Channel, carried away the foretopsail and lost jib; hove the log several times and found ship going through the water at the rate of 18 to 18½ knots; lee rail under water and rigging slack. Distance run in twenty-four hours, 436 miles." This is the greatest number of miles ever sailed in twenty-four hours. Her record

trip from Melbourne to Liverpool was 63 days.

The "James Baines" made the run from Boston Light to Rock Light, Liverpool, in the record time of 12 days 6 hours, and the record voyage to Melbourne from Liverpool in 63 days. During a passage to Australia in 1856 her log reads:

"June 17th. Latitude 44° S., longitude 106°; ship going 21 knots with main skysail set." This seems to be the highest rate of speed ever attained by a sailing vessel.

There can be no doubt that both of these large and fast ships would have been able to reduce the time of the record voyages both from Canton to New York and from New York to San Francisco if they had had the opportunity.